

VOLUME 16 UNMANNED AIRCRAFT SYSTEMS

CHAPTER 4 AIRMEN CERTIFICATION

Section 4 Visual Observers and Other Personnel

16-4-4-1 GENERAL QUALIFICATIONS. All observers must have an understanding of the Title 14 of the Code of Federal Regulations (14 CFR) parts applicable to the airspace where the Unmanned Aircraft Systems (UAS) will operate. Observers are considered crewmembers. Observers must not perform crew duties for more than one UAS at a time. Observers are not allowed to perform concurrent duties both as UAS pilot and observer.

A. Medical. All observers must have a valid Federal Aviation Administration (FAA) second-class medical certificate issued under 14 CFR part 67; an FAA-recognized equivalent is an acceptable means of demonstrating compliance with this requirement. The second-class medical certificate expires at the end of the last day of the 12th month after the month of the date of the examination shown on the medical certificate. Title 14 CFR part 91, § 91.17, or an FAA-recognized equivalent, applies to all UAS crewmembers.

B. Training. Observers must complete sufficient training to communicate to the pilot any information required to remain clear of conflicting traffic, terrain, and obstructions; maintain proper cloud clearances; and provide navigational awareness. This training, at a minimum, must include knowledge of:

1) Their responsibility to assist pilots in complying with the requirements of:

- Section 91.111, Operating Near Other Aircraft;
- Section 91.113, Right-of-Way Rules: Except Water Operations;
- Section 91.115, Right-of-Way Rules: Water Operations;
- Section 91.119, Minimum Safe Altitudes: General; and
- Section 91.155, Basic VFR Weather Minimums.

2) Air traffic and radio communications, including the use of approved air traffic control (ATC)/pilot phraseology.

3) Appropriate sections of the Aeronautical Information Manual (AIM).

16-4-4-3 OTHER UAS PERSONNEL QUALIFICATIONS. Ancillary personnel, such as Systems Operators (SYSOP) or mission specialists, must be thoroughly familiar with and possess operational experience of the equipment being utilized. If the systems being utilized are for observation and detection of other aircraft for collision avoidance purposes, personnel must be thoroughly trained on collision avoidance procedures and techniques and have direct communication with the UAS pilot, observer, and other applicable personnel.

16-4-4-5 through 16-4-4-29 RESERVED.